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When the spy ship USS Pueblo was captured by North Korea last January, a lot of us probably recalled another incident almost eight years ago, when a simple mountain boy from Virginia and a complicated airplane from Burbank helped warm up the cold war by David Wise

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# POWERS IS ALIVE AND LIVING IN SOUTHERN CALIFORNIA

It is a long way from the green Appalachian valley of Pound, Virginia, to the swimming-pool and split-level affluence of California's San Fernando Valley. Francis Gary Powers has made that journey, by way of a Soviet prison cell and the U-2 flight that left him the most highly publicized spy of the cold war.

He is very lucky to be alive. His instructions were to set a timing device that would blow up his plane in the event of trouble over Russia. Only a handful of CIA officials know exactly how many seconds, if any, he would have had to bail out safely had he followed those orders. As his U-2 spun violently to earth, he later explained, "I couldn't actuate the destruct switches."

That was May 1, 1960. It is almost eight years since a Soviet SAM missile downed the CIA pilot in his spy plane over Sverdlovsk, some 1,200 miles inside the Soviet Union. In the furor that followed, the Big Four summit meeting in Paris collapsed and President Eisenhower was forced to cancel a scheduled trip to Russia. The CIA flight had changed the course of history.

Today, at 38, with just a touch of grey at the temples, Powers works as a test pilot on U-2s at the Burbank headquarters of the Lockheed Aircraft Corporation. Both Lockheed and CIA will say that much—and little else.

Powers divorced his first wife in January, 1963. On October 26, 1963, at Catlett, Virginia, he married an attractive CIA psychologist, Claudia Edwards Downey. They live today in a modern, \$40,000 home in the foothills of the Verdugo mountains, with their two children, Claudia Dee, 11 (Mrs. Powers' daughter by her previous marriage) and their son, Francis Gary Powers Jr., 2½.

The U-2 pilot's number is not listed in the Los Angeles telephone book; his address is a secret which his neighbors keep. He grants no interviews. He has turned down lucrative offers to write books. He has not sold his life story to Hollywood. His silence is pleasing, and of continuing interest, to the CIA, his employer for six years, and to Lockheed, which provided the civilian front for the spy flights over the Soviet Union. In 1965, the CIA secretly awarded him a medal for valor.

Indeed, Powers is shrouded in almost as much secrecy as when he was exchanged, on February 10, 1962, for Soviet master spy Rudolf Ivanovich Abel. The trade, arranged by New York attorney James B. Donovan, took place in the early morning mist on a bridge in Berlin

following months of negotiation on both official and unofficial levels.

At Burbank, the protection and care of Francis Gary Powers is the special responsibility of his boss, Clarence L. (Kelly) Johnson, the beefy and brilliant Lockheed vice president who invented the U-2, built it for the CIA at his famed "Skunk Works" in Burbank and remains in charge of Lockheed's U-2 program today.

The net has been drawn tighter around Powers since he gave an innocuous interview to one national magazine two years ago. Lockheed will no longer even accept questions to be put to Powers and will not relay requests for interviews to him.

Powers' job is "flight testing U-2s that come in here for repair and maintenance," said a high Lockheed official who declined to be named. Powers, said the official, lives "in the San Fernando Valley."

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